

FEDERAL WIRELESS STATION HERE GETS 9000-MILE 'TALK'

Operators Hear Telefunken At Nauen (Berlin) Sending Messages to Tuckerton, N. J.

HEEIA 'LISTENS IN' WITHOUT DIFFICULTY

Chief Operator and Two Men Take 180 Words Easily and Continuously

Across 9000 miles of sea and land the Federal Wireless station at Heeia at noon yesterday heard the Telefunken station at Nauen, near Berlin, sending private dispatches to the Telefunken station at Tuckerton, New Jersey.

This is believed to break records for radio communication. It was not freak work, as operators know freak work. The men at Heeia "listened in" as long as they wished and there was no break because of interference by static electricity.

Announcement of the remarkable work was made yesterday afternoon by W. V. Nolley, manager of the Federal office.

This is the third important advance in wireless transmission that Honolulu has witnessed this year.

On July 27 the Marconi station here relayed messages between Tokyo and New York, thus closing the gap of 4100 miles between Hawaii and Japan, the longest in the world, commercially speaking.

Several Important Tests

During the last three months experiments with the wireless telephony of the American Telephone and Telegraph company were held here. Washington and Paris were heard talking.

Tuckerton has been heard several times, and Heeia did hear another German Telefunken station near Berlin two months ago, but it was for a few minutes only, and, as it was regarded as being freak work, nothing was said of it. Yesterday's was entirely different and so conclusive that it was made public.

During a lull, when there was no transmission to San Francisco, H. L. Rodman, chief operator at Heeia, "listened in" at noon yesterday. He tuned the instrument by turning the dial to different kilowatt powers, and when he struck the sixty-kilowatt strength which tuned Heeia with Nauen, he heard the dispatches from the faraway station.

Mr. Rodman copied the despatcher for several minutes, and then, to verify his work, summoned L. C. Butler, radio grapher, and had him continue it, when he called Mr. Nolley here and told him of the record. The two men took in all about 180 words, over a period of about forty-five minutes, and then quit voluntarily. There was no interference whatever, Mr. Nolley said, and every letter was distinct.

Telefunken Different System

The Telefunken is not exactly the same system as the Poulsen, used by the Federal, but both are systems, and recently the Nauen station installed a new Poulsen arc, which made the work possible.

It may have been that the Nauen station could have been heard at other times before, but Heeia did not happen to "listen in" at the right time, as it did yesterday.

Conditions for the long transmission were favorable on the Atlantic because of winter weather. Evidently there was little static to hinder Heeia hearing the German station, but, as Mr. Nolley said on another day the clouds and winds over sea or land might be such that messages would come in a very fragmentary condition, although devices recently installed by the company protect against static to a great degree. There was such trouble in June, July and August last year, but, with the new device in use, there was little during those months this year.

Transmission of messages between Honolulu and Berlin is possible now, but not commercially probable. Arrangements would have to be made between the Federal and Telefunken companies.

Real Meaning of Result

The real meaning of yesterday's achievement is not that communication may be opened between the islands and Europe, if need be, but that such a pronounced step has been made in wireless telegraphy. It is considered a movement forward for the whole world of radio work. In 1914, for comparison, the longest transmission attempted was between Virginia and Paris for the determination of longitude. Yesterday's hearing was not predetermined, but it is not the less remarkable because of that; probably it is the more remarkable.

The messages being sent from Nauen to Tuckerton were for individuals in New York and Washington, and they will not be made public, although the copies made here will be sent to the Federal office at San Francisco for comparison with the originals so that the receipt of the despatches may be proved. Some of the despatches were for German officials at Washington, probably one being Ambassador Bernstorff. The Nauen Station signed "O. E. I."

It was eleven twenty-five o'clock last night in Berlin when it was noon in Honolulu. It was five forty o'clock yesterday afternoon in New York, so that the wireless waves passed over the Atlantic during the evening.

Senator H. A. Baldwin of Maui is visiting the city.

FARMERS SHOULD HAVE TO QUALIFY

Humane Society Will Ask Supervisors To Revise Ordinance Regulating Licenses

Since the failure of Miss Lucy K. Ward, the humane officer, to have the police court for cruelty to animals, on account of some technicality in the charge, she has taken a new tack in the matter and now the supervisors are to be asked to pass an ordinance which will deal with the matter of licensing farmers to have horses.

Under the law no one may have a farrier's license issued to him unless he has first been examined by the sheriff, as to his qualification. The men who now hold these licenses have been paying their trade for many years and are having new licenses issued on the old ones.

The matter of having Hawaii's license revoked will be put up to the city attorney by Miss Ward and although she got no satisfaction in her attempt to have the man punished for his bungling work, in which a good animal was crippled, she has not given up hopes of ultimately getting the matter straightened out, and action taken to make those not qualified to work as horse-shoers quit.

Miss Ward says that there are many animals permanently injured in this city through careless shoeing or ignorance of how the work should be done. She claims that there are many cases of death among horses from lack of proper shoeing. Some of the shoeing men in the city, some of the work seen by her is of the crudest character, but without the help of the court to make an example of offenders, Miss Ward's work is greatly hampered.

FEDERAL RESERVE BANKS A SUCCESS

Director Anderson Says San Francisco Branch Has Resources of \$357,000,000

Allen Anderson, former state superintendent of the banks of California and at present a director in the Federal Reserve Bank of San Francisco, addressed the members and several distinguished guests at the Commercial Club yesterday at luncheon. More than one hundred and twenty-five of the club members were present to hear the speaker and were greatly interested in what he had to say.

In Mr. Anderson's opinion there is now very little chance for a financial panic to take place in the United States as a result of the splendid results being obtained through the operation of the new federal banking law. The panic of 1907 was forced on the country and through the action of the banks in issuing paper which passed current a real crisis was averted although there were many people ruined. The action of these banks led to the real work of the establishment of the Federal Reserve banks, which were established by the last congress and which for a time were not welcomed by the big banking interests of New York. This has now all changed and the new system is found to have worked so well that there is but little complaint of the law.

The first intention of those having in mind the amending of the federal banking law was to have a central bank. This was very objectionable, as it was figured it would concentrate business too much. The first plan then was changed so that the reserve banks were placed at twelve and located in different sections of the country. The plan is working out so well that in San Francisco the reserve bank has funds on hand amounting to \$357,000,000, which is more than the reserve of the Bank of France. This proves the system a success from every angle. With the banks so located as to take care of the business of their district there is little fear of a panic, but a depressed condition of trade may result from many causes with which a bank has but little concern.

Besides the speaker at the guest table were Herbert Fleischacker, and Doctor Frankenhof of San Francisco, President Waterhouse of the Commercial Club, Clarence Cook, E. I. Spaulding, A. W. T. Bottomley, S. Aoki of the Yokohama Specie Bank, Walter Grear and L. T. Fock.

MORE BOYS ESCAPE INDUSTRIAL SCHOOL

Five more boys at the industrial school escaped from that institution and two have since been recaptured. On November 21, fifty-four boys escaped from the school, all of whom have since been caught.

The boys made a break for liberty on Saturday night, according to advice received here yesterday, after they had finished supper and were lining up to march to the class room for prayers. They broke from a line of about 135 boys and vanished into the dusk, pursued by several guards and teachers.

A. O. Minko was caught fifteen minutes later in the underbrush, where he was hiding, and later on another boy was located. The trio still at large are Roy Pomeroy, James Hamada and George Williams.

Several of the larger lads implicated in the outbreak of November 21 have been sent to jail.

PLANS ARE MADE FOR HILL LINER

Program Includes Entertainment At Big Hotels and Other Features For Excursionists

Final arrangements for the entertainment of the passengers in the Great Northern have been completed so far as the Alexander Young, Royal Hawaiian, Monna and Seaside hotels are concerned. Dances at the Monna and roof of the Alexander Young Friday and Saturday nights, with special music in the dining rooms and a special concert of Hawaiian music at the Monna Sunday night are arranged.

The Seaside Hotel will have special music for the visitors, and there will be a brilliant dance there Saturday night.

The Ad Club members, about one hundred strong, will meet the steamer on arrival to take the places of the "Red Cap" boys so familiar to the big union stations in the East and by direction and advice help the many strangers on landing. There will be forwarded to Hilo in the Mauna Kea, leaving tomorrow, printed folders giving general information for the use of the visitors. These folders will contain auto and hack fares allowed by law, a list of the principal places of interest in an about Honolulu and directions as to how best to see them.

The Outrigger members will have cases ready on Saturday to take those of the strangers who happen to drop into the grounds out for a surf ride and surf board will be provided for the malihinis.

The national guard and Hawaiian bands will give concerts at the Capitol grounds and Kapiolani park on Sunday and in the evening there will be shown at the Opera House Bonine's splendid pictures of Hawaiian life and sport, as well as the picture of the volcano in action.

A repetition of the splendid show given at the Japanese Consulate in celebration of the coronation of the Emperor has been promised by Consul Arita. This is held for Friday night.

Monday at noon there will be a luncheon at the Commercial Club in honor of the captain and officers of the Great Northern given by the members of the club and the Chamber of Commerce.

On Monday night there will be a dance on the roof of the Alexander Young Hotel and the Great Northern will start on her return trip to the Coast at 11 o'clock that evening.

The impression seems to prevail that the Great Northern will be unable to accommodate many passengers from the city to the mainland. This is not the case, say the agents, F. L. Waldron Ltd. While the steamer is booked full for the three trips from the Coast there is plenty of room for the return trips. Most of the passengers coming here in the vessel will remain much longer than the three days the boat will be in port.

Weatherwax To Be Sold At Auction; Order Is Entered

In the admiralty case instituted by Carl Carlson, first mate, and crew of the American schooner, J. M. Weatherwax for unpaid wages, Judge Clemens yesterday signed a decree which orders the vessel sold by Marshal Smiddy at public auction, the notice of sale to be published in The Advertiser.

Judgment was entered by Judge Clemens against the vessel for \$127.43 in favor of the crew, and the vessel, which was owned by George A. Davis, who represented the plaintiffs, and for the costs and advancements, marshal's fees and other odds and ends which, it is believed will total \$3000.

Should the sale of the vessel not bring sufficient to meet the full judgment the decree further orders that the cargo of the schooner, \$2500 a fee for \$3200, be sold, out of which the unpaid balance of the judgment will be taken. The \$3200 is supposed to represent the unpaid freight tolls on the cargo.

What They Will Receive

Under the decree the plaintiffs will receive the following amounts: Carl Carlson, \$295.13; John Carmichael, \$198.86; E. B. Davis, \$227.28; Neil Morrison, \$131.26; Frank Calver, \$164.78; Henry Williams, \$131.96; and William Morris, \$131.06.

This disposes of two of the three suits instituted in the local federal court some weeks ago against the J. M. Weatherwax. The first, brought by Capt. W. L. Eyres, master of the schooner, and the crew, was for salvage. This case was dismissed. There now remains pending and undecided the suit of the captain against the vessel for his wages. A decree is to be made today by Judge Clemens in this case, it is expected.

The Sale of the Schooner Probably Will Take Place This Week

Bought "On a Shoestring"

The J. M. Weatherwax sailed from Chemunau for Sydney with lumber in May. She put in here in distress June 24, and lay here until August 11 before money could be obtained for making repairs, principally caulking her. This cash, about \$2000, was got with considerable difficulty, for the Weatherwax was bought "on a shoestring" and received fifty per cent of her freight money, about \$3500 in advances.

Fifty-two days after she had resumed her voyage to Sydney, she put back to Honolulu, again in distress, arriving October 5. Capt. W. L. Eyres said that the craft could not get across the doldrums and that she rolled a great deal opening up her topsides so that gallons of her deck cargo was jettisoned. Her original cargo was 465,382 feet of lumber.

The schooner has taken six months to go 2349 miles. She lay dismasted at Seattle for three years, when high rates pulled her out, just as they have led to many old windjammers being used again.

TONNAGE TAX MADE SUBJECT OF LETTER

Chamber of Commerce, Asked To Issue Rules, Sends Out Circular of Explanation

The Chamber of Commerce has been asked to issue rules and regulations in regard to the operation of the tonnage tax collected in this port on all incoming freight except crude oil, and the public health committee of the chamber has sent to all shipping firms and importers in Honolulu a circular letter dealing with the understanding of the imposition of the tax and the collection of the same.

The Letter is as follows:

The tonnage tax is an amount payable on all imports into the island of Hawaii, and is to provide for a fund which could be used in a sudden emergency, for immediate use in the event of circumstances which should require prompt action to prevent the quarantining of any port on the island of Oahu, and to furnish funds for use in such ways as should seem to be wise in the prevention of conditions which might lead to a situation calling for quarantine.

Voluntary At First

The tax was voluntary in the first place, but later the agents of the various transportation companies were asked to include the tax on the regular bills of lading, paying the amount over to the treasurer of this committee, and importers of commodities in cargo lots were also asked to make payments to the same party on their shipments.

Rates of Tonnage Tax on Shipments Inward to Honolulu:

On general merchandise (not otherwise specified) 10 per ton weight or measure; hay, small bales, double compressed, 20 bales, 10; large bales, 10 to 20 bales, 10; lumber, per 1000 B. F., .02; poles, R. R. ties, laths, etc., per 1000 B. F., .02; split redwood posts, per 100, .02; lime in barrels, per 10 bbls., .10; lime in bags, .10 per ton; fertilizer, .02 per ton; coal, including blacksmith, .02 per ton; shingles, per 40 bundles, .02 per ton; live stock, when measured in crates or containers, as hereinafter specified, 10 per ton; horses, mules, etc., 1.35th of fr. charge, and that there be a minimum charge on each bill of lading of .05.

Other Islands Not Affected

This tax has not been applied to the shipments to the other islands passing through Honolulu as the proceeds have been for use in the prevention or relief of quarantine on the island of Oahu. All shipments to this island should bear the tax at whatever port landed or whatever the point of destination on the island, as any quarantine of any port on the island would effect every one doing business on the island.

In application of the tax it has not been thought wise to include goods consigned to the government, either federal or territorial. This policy having been adopted it would probably not be wise to attempt to change it. This is the only exception which should be made a general one.

As to the other islands this committee has authority to act, and would suggest that the commercial bodies on the respective islands take similar action looking to the good health and protection of their islands, if this has not already been done.

It is desirable that payments to this fund be made monthly to the treasurer.

SCHOFIELD BARRACKS SUPPLIES ARE STOLEN

Three Chinese Are Accused of Buying From Soldiers

Chang Chau, well known Republican public office, business agent and money collector in Smith, makes of Hotel Street, Honolulu, manager of the Lelehu Department Store, owner of the Lelehu Restaurant, whose postoffice address is Schofield Barracks and whose city residence is 1479 Kaoluweia lane, a bon vivant and scholar of the kindly old Chinese school was arrested yesterday by Marshal Smiddy on a federal warrant charging him with receiving United States property illegally purchased by others.

Chang Chau and Ah Poon, Chinese who work for Chang Chau at Schofield Barracks, were also arrested and charged with illegally purchasing government property at the military post.

Chang Chau was released on \$1000 bail and each of his men on \$500. All three will be given a preliminary hearing shortly before George S. Curry, United States commissioner. Chang Chau says he will fight the case. He declares his innocence and says he will prove it.

Investigations recently carried out at Schofield Barracks developed the fact that considerable grain, hay and other fodder was disappearing in some unaccountable manner. Officers believe that Chang Chau and his men were purchasing the feed from those who had their efforts. One of the buyers was caught on Sunday, it is alleged, while they were hauling ten sacks of grain away from the barracks to Chang Chau's place of business, where, it is alleged, former purchases of this nature found their way.

The investigation being made by the army officers will, it is expected, result in the discovery of those who sold the grain to Ah Pook and Ah Poon. A number of soldiers have been under suspicion for some time and some arrests are expected today.

The grain, mostly oats, bran, and about twenty-five sacks out at Schofield Barracks, said Marshal Smiddy yesterday. "It is claimed that in this case it was sold at even less than a dollar a bag. One story is that Ah Poon bought ten bags of grain for eight dollars."

FIRST DESCRIPTION OF BIG TEUTON GUN

Details Given of Germans' Forty-Two Centimeter Field Weapon

Although the forty-two centimeter guns used by the Germans in battering down the fortifications at Liege and Namur attracted world-wide attention during the early stages of the war, the secret of its dimensions and other features have been so jealously guarded that practically nothing has been made public in regard to this monster mortar, beyond the terrible destruction wrought by it.

At a recent meeting of artillery engineers at Dusseldorf, Germany, an engineer of the Krupp works delivered a lecture on the making of heavy artillery, and particularly on the making of the forty-two centimeter guns, or the "Big Berthas," as the Germans call them, and an apparently reliable report of this lecture has been transmitted to this country.

According to the report, the gun weighs about ninety-seven and a half tons, or 195,000 pounds, while the base on which it stands when in firing position weighs forty-one and a half tons, or 82,500 pounds. The total weight of the gun and base being about 277,000 pounds. The barrel is sixteen feet long, and the shell fired from it is about 27 1/2 inches long and weighs 880 pounds. The weapon is far too big to be transported on any kind of a gun carriage. It is made up of considerably more than one hundred pieces, and must be taken apart and placed on motor trucks, of which twelve bugies are said to be required, when it is being moved.

Unloading, assembling and mounting the big gun is a big undertaking that can only be done by specially trained workmen, and that requires more than twenty-six hours of continuous work. A pit of large diameter and about twenty-six feet deep is first dug and in this a massive foundation is built of heavy wooden beams. On this the base of the gun is mounted. With in the foundation are placed specially prepared packages of dynamite for blowing up the gun and its accessories in case the enemy gains control of the position. For this purpose electric wires are led to a concealed and protected position more than a mile from the site of the gun.

Owing to the terrific concussion the gun can only be fired by electricity and from a distance exceeding three hundred yards. Even at this distance the crew must wear eye, ear and mouth protectors, and must lie prone when the shot is fired. There are said to be twenty-five of these mortars in existence at the present time. A crew of about two hundred men is required, and each shot costs about \$2750.

A large part of the destruction attributed to the "Big Berthas" was in fact caused by the less ponderous 30.5 cm. (approximately twelve inches) Krupp and Skoda mortars. The forty-two centimeter guns have been fired only a few times, but on these occasions the destruction has been almost unbelievable. The first shot, which was fired at one of the German turrets at Liege, killed 1700 men, the shell striking about fifteen feet in front of the turret and exploding with such terrific force that the turret and the armor chamber below were literally torn to pieces.

This shot was fired from a distance of more than thirteen miles. The second shot fired is said to have killed or disabled more than 2800 men. No one connected with the German artillery is ever permitted near the forty-two centimeter gun when it is in firing position. It is said that no photographs ever have been made of it, the pictures purporting to represent this gun, widely published at the beginning of the war, being in fact photographs of the 30.5 cm. Krupp and Skoda mortars.

BUSY LITTLE BURGLARS GO ON RAMPAGE AGAIN

Auto Outlaws Flit About City In Two Raids

The busy little burglars, encouraged by the recent grand jury report into believing that nobody in Honolulu cares whether the police do anything creditable or not, got busy again early yesterday morning, their automobile flitting about the city. Two places were broken into, one resulting in a good haul.

The first place visited was the Hongwanji mission boarding school, in Upper Fort Street, where a week before the burglars had broken in and secured fifty dollars in cash. They made an entry into the dormitory about half past one, but this time ill luck attended their efforts. One of the boys woke up, spotted the burglar and gave the alarm. The burgling bunch ran to their waiting automobile and fled.

At the corner of Fort and School street the speeding auto nearly ran down a Portuguese dairyman, who tried to catch the number. Inasmuch as the burglar hadn't heard of the new ordinance regarding tail lights, the number remains unknown.

From Fort Street to Moiliili the auto carried its robber bunch. At Moiliili the drygood store of Suya Hiro was broken into and a hundred dollars worth of goods taken away.

J. K. Kalamazoo, the territorial Delegate to Congress, will leave in the Wilhelmina for San Francisco. Delegate Kalamazoo will proceed to Washington immediately.



MARINE INTELLIGENCE

By Merchants' Exchange

Vancouver—Arrived, Nov. 25, str. Mackinaw, hence Oct. 30.
Yokohama—Arrived, Nov. 23, str. Nippon Maru, hence Nov. 13.
San Francisco—Arrived, Nov. 26, 3:00 p. m., str. Seattle Maru, hence Nov. 18.
Sydney—Sailed, Nov. 25, S. S. Makura for Honolulu.
Columbia River—Sailed, Nov. 27, str. Maewema for Honolulu.
San Pedro—Sailed, Nov. 27, str. Great Northern for Hilo and Honolulu.
Gray's Harbor—Arrived, Nov. 29, str. Melbourne, hence Nov. 19.

PORT OF HONOLULU

ARRIVED

Schr. Ida May from Molokai, 12:15 a. m.
Str. Mauna Loa from Hawaii, 5:30 a. m.
Str. Helene from Hawaii, 5:45 a. m.
Str. Shinyo Maru from San Francisco, 9:30 a. m.
Schr. Beulah from Gray's Harbor, 5:05 p. m., in office.
Schr. Maui from Kauai, 10 p. m.
Str. W. G. Hall from Kauai, 3 a. m.
Schr. Mauna Kea from Hilo, 6:25 a. m.
Schr. Beulah from Gray's Harbor (in office Friday night) 7:30 a. m.
Str. Arab from Marston, 8:30 a. m.
Str. Werthebe from Port Angeles and Powell River, 3:10 p. m.
Str. Claudine from Maui, 11:45 p. m., Saturday.
Str. Likilike from Molokai, 2:15 a. m.
Schr. Kinan from Kauai, 3:20 a. m.
Str. Wallele from Hawaii, 5:55 a. m.
Str. Wilhelmina from Hilo, 6:15 a. m.
Str. Chiyu Maru from Yokohama, 12:40 p. m.

DEPARTED

Str. Shinyo Maru, for Yokohama, 4:40 p. m.
Str. Claudine for Maui, 5:10 p. m.
Str. Seiko Maru for Vladivostok, 5:30 p. m.
Str. Hilonian for Port Allen, 2:15 a. m.
Gas. schr. Ida May for Koolau ports, 11:50 a. m.
Schr. Mauna Kea for Hilo, 3 p. m.
Str. Werthebe for Wellington, 11:35 p. m., Saturday.
Schr. yacht Mana for San Francisco, 6:30 a. m.
Str. Promise for Ocean Island, 11 a. m.
Str. Helene for Hawaii, 3 p. m.
Str. Claudine for Maui, 5:05 p. m.
Str. W. G. Hall, for Kauai, 5:15 p. m.

PASSENGERS ARRIVED

By str. Mauna Kea, November 27—Hilo—Colonel Kennon, L. R. Stephen and wife, E. Kopke, Miss M. Roberts, J. C. L. Armstrong, J. J. Smiddy, T. R. Robinson, Mrs. P. T. Phillips, Lieut. O. H. Saunders, T. Osaki, H. F. Wheeler, T. Takenouchi.
Mahukona—T. Harada, John Hind, Mrs. J. H. Hind and child, W. S. May, Frank May, A. Akui, Tim Sing, John Moniz, Master Moniz.
Lahaina—R. K. Purdy, M. Kauihaha, J. H. Neustadt, C. J. Carle, H. M. Howell, Mrs. H. L. Helvie, Mrs. George K. Tremble, H. Streubeck, Chang Wa, Charles Wong, S. Osaki, S. Sato.
By str. Claudine from Maui, November 27—Miss M. Lucas, W. M. Argabrite, S. Ooda, S. Togawa, Miss Taga wa, Miss S. Pae, M. R. Perreira, Mrs. Perreira, F. P. Baldwin, Mrs. Baldwin, T. J. Heaney, Miss J. K. Kennedy, A. H. R. Verner, W. Bergstrom, Capt. William Howe, P. Havane, F. L. Lamouraux, William Searby, J. P. Foster, C. A. Barter, H. A. Baldwin, Mr. Hocking, J. H. Wonell, F. C. Waldron.
By str. Kinan from Kauai, November 28—Waimea—Mrs. Houghtaling, Mrs. Aki, Mrs. Houna, Mrs. Jessie Hauheo, Koloa—A. Butcholtz, Nawiliwili—Rev. Hori, R. J. Baker, T. W. de Freese, Hon. str. Mauna Kea, G. P. Cahill, Carl Burdick, K. Odo, S. Savagusa, S. Miyake, Mrs. J. J. Enright, J. J. Enright, Rev. J. M. Lidgate, J. Miller, J. W. Harvey, Peter Anderson, Paul Rice, H. M. Whitney, J. M. Bergstrom, C. B. Hoggard, C. W. Soitz.
By str. Chiyu Maru from Yokohama, Nov. 29—Y. Akagi, T. Ebaraki, T. Fujimori, S. Gibo, Mrs. Y. Hima, T. Katsunuma, Dr. S. Kojima, Dr. J. W. McGuire, N. Nishigaya, K. Saegawa, Mrs. William H. Taylor, Miss H. Taylor, Mrs. T. Takahashi, H. A. Farr.

PASSENGERS DEPARTED

By str. Shinyo Maru, Nov. 26, for Mauna, Mrs. C. E. Eklund, Mrs. F. Johnston; for Hongkong, J. A. Enquist, Mrs. J. A. Enquist, Tong Yuck Hin, F. C. Maumes, G. Hayes, J. R. Cook, William Hayden, J. Hovey.
By str. Mauna Kea for Hilo, November 27—Mrs. C. M. Noyes, F. R. Lange, D. W. Schibbe, D. E. Williams, A. H. Hannah, A. S. Howard and wife, Mrs. L. W. Howard, J. T. Tucker, F. L. Waldron, Mrs. M. S. Canario, C. H. Aho, Mrs. James Mills, Mrs. Delia Pymontal, M. Kauihaha, Mrs. Mabel Ching, William Desmond, A. R. Wadsworth, K. M. Abana, L. Wilson.
By str. Claudine, for Maui, November 29—Hugh Howell, P. T. Schmitt, A. I. Silva, R. M. Allen, Mrs. Grace Hagenau.

Not a pound of sugar will go in the Matson steamer Wilhelmina, due to sail from Pier 15 at ten o'clock tomorrow morning. She will take 4500 bunches of bananas, 35,000 cases of canned pineapples and the usual miscellaneous freight. About fifty passengers have been booked. There is plenty of room for more.

Honolulu Stock Exchange

Monday, November 29, 1915

NAME OF STOCK	CAPITAL PAID UP	PAR VAL.	HIS
MERCANTILE			
Alfred & Baldwin Ltd	\$1,000,000	100	75
C. Brewer & Co.	1,000,000	100	75
Sugar			
Pine	3,000,000	30	24 1/2
Hawaiian	1,000,000	100	17 1/2
Hawaiian Agricultural	1,000,000	100	17 1/2
Haw. Com. & Bus. Co.	10,000,000	100	23 1/2
Haw. Sug. Co.	1,000,000	100	2 1/2
Honolulu	1,000,000	100	2 1/2
Honolulu	750,000	75	150
Honolulu	1,000,000	100	150
Honolulu	1,000,000	100	150
Honolulu	1,000,000	100	150